

LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number	CA18/2/3/10058						
Classification	Accident	Date	22 October 2021	Time	0700Z		
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Nelspruit Aerodrome, Mpumalanga Province		Place of Intended Landing	Geelbos Farm Private Airstrip (South of Standerton), Mpumalanga Province			
Place of Accident	Runway 18 at Geelbos Private Airstrip, Mpumalanga Province						
GPS Co-ordinates	Longitude	S 27° 03' 09.4"	Latitude	E 029° 16' 95.7"	Elevation	5052 ft	
Aircraft Information							
Registration	ZU-FLA						
Model/Make	VL-3 Flamingo/ KLN Karel Klenor (Service Number: 03)						
Damage to Aircraft	Substantial			Total Aircraft Hours	1660		
Pilot-in-command							
Licence Type	National Pilot Licence	Gender	Male	Age	59		
Licence Valid	Yes						
Total Hours on Type	314		Total Flying Hours	1233.12			
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 22 October 2021, a pilot flying solo on-board a VL-3 Flamingo aircraft with registration ZU-FLA took off from Nelspruit Aerodrome (FANS) with the intention to land on a private airstrip located at Geelbos Farm, south of Standerton in Mpumalanga province. This was a private flight conducted in visual meteorological conditions (VMC). No flight plan was filed for this flight.</p> <p>The pilot stated that he came in for landing on Runway 18 at a speed of 65 knots (kts) with the wind varying between 13 and 15 kts in the direction of approximately 350 degrees. During final approach for landing while over the threshold, the aircraft experienced a sudden drop in height which caused it to touch down hard and bounce. The pilot decided against a go-around because the aircraft had lost significant airspeed. The aircraft subsequently bounced twice, and on the third touchdown, the aircraft landed hard; the pilot decided to keep the aircraft on the ground (wheelbarrowing).</p> <p>The aircraft's left main landing gear and the nose landing gear collapsed, causing the aircraft to drop the nose; the propeller subsequently struck the ground as the left wing scraped against the gravel</p>							

runway surface. The aircraft came to a full stop on the left-side of the runway, approximately 102 metres (m) from the initial point of contact.

After the occurrence, the pilot initiated emergency procedures before he opened the canopy and disembarked without assistance. The pilot did not sustain any injuries during the accident sequence. The aircraft sustained substantial damage to the left main landing gear, nose landing gear and the propeller.

The pilot had a National Pilot Licence issued by the Regulator (SACAA) on 24 March 2021 with an expiry date of 23 March 2023. His Class 4 medical certificate was issued by the Regulator on 17 November 2020 with an expiry date of 30 November 2023. The aircraft type was endorsed on the pilot's licence. The aircraft was issued an Authority to Fly by the Regulator on 28 November 2020 with an expiry date of 31 December 2021. The approved person who maintained the aircraft issued a Release to Service Certificate on 28 November 2020 at 1621.6 airframe hours, which would lapse at 1721.6 airframe hours or on 27 November 2021, whichever occurs first unless the aircraft is involved in an accident or becomes unserviceable, in which case the certificate is invalid for the duration of the period.

Probable Cause

The pilot flared the aircraft too high, causing the aircraft to balloon and land hard. The aircraft bounced twice before impacting the ground hard. This resulted in the collapse of the left gear and the nose landing gear, followed by the the propeller striking the ground.

Safety Action/s

None.

Safety Message

Pilots should execute a go-around immediately if they recognise that their approach is unstable. This is a proven risk mitigation when it comes to avoiding a hard touchdown, which might result in damage to the aircraft and/or injury to persons.

Purpose of the Investigation

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to apportion blame or liability**.*

About this Report

Decisions regarding whether to investigate, and the scope of an investigation are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, no investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this brief report. The report has been compiled using information supplied in the initial notification, as well as follow-up information to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar accident.

This report provides an opportunity to share safety message/s in the absence of an investigation.

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Disclaimer

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This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**